
 COMING EVENTS 1972

JANUARY.

- 7th Club Rooms Open again!
- 14th Scavenger Hunt. (1 Club point for each financial Club Member in car.)
- 21st Closed Touring Assembly.
- 23rd Motorkhana.
- 28th Clubroom Scrub ...with refreshments!
1 Club point each attendant if you work,
or get a bird to do it for you!

FEBRUARY.

- 4th Film Night.
- 6th Surfers Race Meeting.
- 11th Table top Rally. 1 Club point each starter,
Bring pencils, rubbers, rulers.
- 12th & 13th Working Bees, Mt Cotton. 2 Club points
for each worker.
- 18th Closed Touring Assembly.
- 19th PRESENTATION of TROPHIES! Keep this
night free.
- 23rd Entries close for Hill Climb.
- 25th Free Night.
- 27th Hill Climb. Mt Cotton.

CLOSED CLIMBS FOR 1972.

- February 27th
- April 9th
- August 6th
- October 8th
- November 19th

EDITORIAL

Well, here it finally comes, the very last "Octagon" for this year.

I cannot really say that I am depressed about being the Editor for yet another issue, but what does depress is the fact that the Club President had to get me to do it, when there should be a host of you younger fellows all fighting each other to be called "Editor".

Next year, John Campbell has offered his services to your Club, and with John at the helm it is hoped that this publication will be coming out much more regularly. However, he cannot do it all on his own, so offer to help, even if it is just on the printing night.

Congratulations to all those hardy souls who braved the dreaded Brisbane traffic, and managed to get all the way to 620 Wickham Street for the Annual General Meeting. As for the rest of you, have you NO INTEREST in your Club's affairs?

Congratulations too, to David Miles in coming back to take the Presidential Chair for yet another year of Office.

The Treasurers report is also contained in this issue, and the financial state of the Club is not the best. We are by no means insolvent, but it will need lots of work and toil to bring the Bank Balance up to a more healthy level in 1972.

As I am almost as old as John Fraser, I look to you younger Members to build and strengthen the M.G. Car Club. As an Institution it is worth supporting, and for all enthusiasts can be most rewarding. Let's have the Gee Club swinging in '72.'

Once more, from this Editorial position I resign!

Iain Corness.

PRESIDENTS REPORT.....

While 1971 has been a year of considerable problems for the Queensland Centre of the MG Car Club, the results of the past 12 months are most encouraging for next year. This year we faced the task of reversing a downward trend in enthusiasm, a shrinking membership, a Hill Climb struggling for its very existence, and dwindling support from BLMC. These very real problems were added to by the Vice-President going to England, and coupled with my own enforced three month stay in Hospital, reduced the effective Committee strength to six.

To the surprize of some, and to the delight of those left on the Committee, we have emerged with the solution to most of our problems in sight.

Major problem has been the dwindling membership list. The Club has for some years, quite wrongly, relied upon membership fees for its finances. This year, the mistake caught up with us, causing the Club and Mt Cotton Hill Climb to face severe financial problems. Let me emphasize at this point, that the problems are still a long way from being solved. However, the efforts of the Committee to provide a more interesting programme, coupled with the fact that Mt Cotton has just begun to "catch on" has arrested the downward trend. This has produced more promising new membership figures in the second half of 1971. This position will improve further in 1972, provided the Committee continues to produce better and brighter programmes and each member gives more support than he or she did last year.

For some years now, Mt Cotton has been a thorn in the side of our finances. Small entry lists, with consequently small spectator numbers have ensured that the Hill Climb has been a drain, rather than an asset, to our funds. Those on Committee

Presidents Report. (Cont.)

realise just how great this drain is, and maybe its size could be used to shock some easy going members out of their apathetic attitude. There has, however, been a ray of hope since the Queensland Hill Climb Championship on 1st August, with two reasonably successful meetings. But I cannot be more emphatic that unless we present half as many competitors again, and many more spectators next year, then the MGCC will not own Mt Cotton at this time in 1972.

It is still a very serious situation for us, and one which needs the help of every member, not just the same old few, in 1972.

During the year, British Leyland Motor Corp closed most of their Brisbane Office. Whilst their PRO, Mr Graham Littlemore, is still able to give us some support, we enjoy far less than ever before in the history of the Queensland Centre. Current trends suggest that this situation will not improve, and I predict that in the not too distant future that there will be no support at all from this direction. We are, therefore, going to have to look to other areas of support, and this will be part of the plan for next year.

Our plans for 1972 are very similar to those of the past 12 months. We shall aim for more members, and endeavour to provide them with an interesting and varied programme. It will, I hope, be a better programme than this years, simply because of the experience gained during the year. We have, at last, seen the end of night after night of no planned activities. Motorkhanas, Night Runs and Hill Climbs will continue to be very important items on our programme.

This year our Motorkhanas have been our most popular and well supported events. Under the guidance of Ray Quinn, the number of competitors has increased considerably.

Presidents Report. (Cont.)

After trying very hard for a number of years, we finally lost the Inter Club Motorkhana. The event was a difficult one to organise, and congratulations must go to the hard working team.

Night Runs have been the subject of much discussion at many Committee meetings, but as the standard of navigation improves, then members will enjoy these events more and more. The number of competitors at these events has been smaller than usual, but better publicity next year should provide the solution to this problem.

Social events as such have been very rare this year, as poor attendances in 1970 discouraged the Committee. These events require a tremendous amount of work, and unless well attended will discourage the most enthusiastic worker. I emphasize that all our events are regarded as semi-social, particularly motorkhanas and Night runs, and organisers of such events should seriously consider the social aspects.

Not one of our activities can hope to be successful without the members being advised it is to be held, so the "Octagon" is a vital part of the Club. Sadly, it was conspicuous by its absence this year, with little over half the planned monthly issues being published. Mr Bill Hemming was transferred at the beginning of the year, and since then the "Octagon" has known a number of Editors. All have been plagued by an acute shortage of time and material, and the magazine and Club has suffered. Thanks go to those who have worked to publish a number of issues, particularly Dr Iain Corness and John Campbell. Next year we have hopes of a permanent Editor, and this will be of great benefit to the Club as a whole.

In spite of our problems this year we have been able to score a few "aces". One of these was a Closed Trial, an event we

Presidents Report (Cont.)

have not run before. The organisation was shouldered by Mrs Ann Thompson, who, assisted by some members of BSCC, put on a real winner. Public Relations for the MGCC(Q) took a big leap forward, and I hope that next year the Committee can take the burden from Ann to a large extent, and repeat this performance.

During the past 12 months, the bulk of the work has, I am pleased to say, been done by the Committee. Needless to say it was a very much overworked committee, but they did a splendid job. David Hoare was elected Vice-President when John McCarthy left for England, and found the whole lot in his lap when I landed myself in hospital. It must have seemed too much for David as he then went to Perth, as far away as he could get without a Passport, and for some weeks the Club was run altogether by a leaderless Committee. During this difficult time, however, those left must have worked extremely hard, and my thanks go to all of them. I am sorry that David Hoare found himself in the thick of it, when he could Least afford the time. I congratulate and thank him for the splendid job he did under such difficult conditions. This goes also for Ray Quinn, Ann Thompson and everyone else.

Ladies and gentlemen, that concludes my report for 1971. Next year will be a good one for the MGCC(Q) provided that every member really makes an effort, however small, to back up the efforts of our new, and very keen Committee.

David Miles. President. 1971.

Editors Note : this address was first given by the President at the 1971 Annual General Meeting of the MGCC(Q) on the 26th November 1971.

MOTOR CYCLES

You may be excused from wondering why we've got this two-wheeled stuff in this hallowed four wheel publication. Normally car buffs tend to look down upon the "Bikie Boys". But this has changed.

During the summer lay-off season in Motor Sport, some of the well known MGCC men have been having a crack at two-



GUESS WHO?
No Prizes!!

wheeling. Despite what is thought about bike riding, it is not dangerous. Of the five riders, riding for three weeks, the injuries have only been:

Bruised shins	5
Fractured ribs	2
Abrasions	13
Twisted ankles	3

The above article was compiled from the Casualty History Cards of Kerry Horgan, Vern Hamilton, Iain Corness, Dick Johnson and Geoff Anderson.

Letters

Letters to the Editor should be addressed to Box 1847 GPO Brisbane, and reach the Editor by the end of the month prior to publication.

Dear Sir,

As a new member of the MGCC, I would like to let it be known that I find it very hard to get to know many of long established Club Members. Would it be possible for them to wear name bars to make it easier for us new blokes?

"New Member".

As far as I know, only the President has a name bar, which just states "President". The Committee should be able to help you and introduce you round. Mind you, the best way to get to know the members is to enter events! Ed.

Dear Sir,

Why is so much made of T-Types? They all seem slow old rattle traps to me, and should be in the wreckers instead of cluttering up the gutters outside the Clubrooms. Compared to an MGB a TC is a joke. "MGB Owner". Rather than answer your letter, I will let the T Typers speak for themselves next issue. Ed.

Dear Sir, Can't we get someone other than Iain Corness to Edit the "Octagon"? Club Member 565.
Yes, John Campbell in 1972 Ed.

AS AT 30TH SEPTEMBER, 1971

1970

ASSETS

CURRENT ASSETS

426	N.B.A. Ltd.		283-10	
20	Cash on Hand		20-00	
12	Sundry Debtors and Prepaid Expenses		106-88	
	Stock on Hand (At Estimated Cost)			
200	Badges	160-70		
52	Canteen	36-48		
11	Octagon	12-00		
54	Stationery and Postages	78-48		
63	Speed Events Stationery	<u>55-00</u>	<u>342-66</u>	752-64

FIXED ASSETS

At Cost

	Mt. Cotton Land and Improvements			
	Land	1276-10		
1944	Clearing	<u>667-50</u>	1943-60	
11	Deposits		11-00	

At Cost less

Depreciation

570	General Equipment	484-00		
	Furniture and Fittings	54-00		
131	Tining Gear	<u>111-00</u>	649-00	

At Valuation

100	Trophies		<u>100-00</u>	2703-60
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LOAN

<u>3983</u>	Mt. Cotton Hillclimb Ltd.		<u>4120-71</u>	
\$ 7635				\$ 7576-95

REVENUE AND EXPENDITURE ACCOUNT

<u>Last Year</u>	<u>EXPENDITURE</u>	
20	Affiliation Fees	20-00
15	Bank Charges	. 27-80
12	Badges - Loss on Trading	-
38	Club Room Expenses	57-47
-	Canteen - Loss on Trading	14-88
208	Capitation Fees C.A.M.S.	164-00
112	Depreciation	110-00
-	Equipment, Running Expenses	10-00
130	General Expenses	63-60
76	Insurance	81-83
162	Postages, Stationery and Telephone	129-66
480	Rent - Club Rooms	480-00
18	Repairs and Replacements	19-07
-	Social Events - Loss	33-75
77	Trophies and Prize Money	-
-	Trials - Loss	33-56
		<hr/>
1348		1245-62
	Surplus of Revenue over Expenditure transferred to Accumulated Funds	
<u>1204</u>		<hr/> 69-13
<u>\$ 2552</u>		<hr/> \$ 1314-75

(OLD. CENTRE)

FOR THE YEAR ENDED 30TH SEPTEMBER, 1971

<u>Last Year</u>		<u>REVENUE</u>
-	Badges	1-20
166	Canteen Trading	-
320	Donations	74-84
48	Motorkhanas	21-85
28	Octagon	13-82
291	Social Events	-
1629	Subscriptions (Members)	1183-00
20	Sundry Income	20-04
50	Trials	-

\$ 2552

\$ 1314-75

BALANCE SHEET

1970

LIABILITIES

CURRENT LIABILITIES

249	Sundry Creditors	90-95	
21	Subscriptions in Advance	<u>52-00</u>	142-95

ACCUMULATED FUNDS

6161	Balance 1st October, 1970	7364-87	
1204	<u>Add Surplus for Year</u>	<u>69-13</u>	7434-00

\$ 7635

\$ 7576-95

Readers Letters Cont.

Dear Sir, As New Members of the Club, my brother and I would like to thank everyone concerned and associated with the recent Hill Climb. The hospitality and civility (patience) shown to us out at the Mountain, brings back that age old feeling of true sportsmanship sometimes lost in the sports of today. From Scutineering to Start Line we were helped by various members, relieving us of much "nerves".

The guidance of the Officials, Scrutineers, and fellow drivers was very valuable to us as beginners. So many times, during the building of our machine, we encountered a certain minority of more known drivers, who run various businesses, who, when asked advice on some important (to us) matter, merely passed us off with a few chosen words as, "We don't give out free bloody advice." and other phrases of true Aussie origin.

However we persevered, and hope that with a Club like yours (ours!) to turn to we will soon have all the gremlins out of the Sprite and be really competitive..... David & Jim Edwards.

Glad you've been getting good free advice from the fellows, Dave & Jim, just beware of Sprite drivers who tell you to turn left after leaving the Start Line! Editor.

Dear Sir, when are we going to have another "Driving School"? I feel this is something we need, and I know this personally, as I am hoping to have my MGB back in tim for Xmas from the panel beaters. If I had been to a "School" I think I would be capable of missing the cement truck I hit last time, or the tree before then. Please make it soon....."Pranger". You need it soon! How about it Committee?Editor.

Dear Sir, I wish to report a Toilet seat of doubtful repute which may be of interest to fellow members....."Phyllis". Send s.a.e. for full details.....Editor.

ANNUAL TREASURERS REPORT.

**Bank
bandits
grab
\$1 mil.**

Perhaps
the solution?

The MG Car Club Financial Year ending the 30th September 1971 has been the worst for nearly nine years. This may be attributed increasing costs and a decreasing membership. There is a hopeful sign in that the downward trend in subscriptions has been reversed over the last three months. (Sept-Nov.), and, providing a reasonable number of those present tonight pay their 1972 dues now, we shall show a new high for this period. We must hope that this trend will continue, because if it does not, the Club must curtail its activities.

It must be obvious that it costs little or nothing more to run an event for a lot of people than for a few people. Consequently the size of the entry determines the profitability of the event. This does not so much apply when spectators are charged admittance, but it is a fact of life in motor sport in reference to club events.

The loss shown for Social events can be attributed entirely to the deficit of \$133.00 shown by the annual trophy presentation. Profits from all other functions held during the year did not make up this amount, which is very discouraging for those who worked to make them a success. The recent Trials which we conducted are not included in these accounts. Insurance for Touring Assemblies now costs \$6.00 per event. Therefore we need at least 12 entries to break even. Motorkhanas would appear to be the most popular, and therefore the most profitable events held. We need 13 entries to avoid a loss at a motorkhana.

For the first time ever, we have made a profit, albeit small, at three successive Hill Climbs. This is mainly attributable

Treasurers Report. (Cont.)

to the greatly increased entry. We are not making nearly enough to keep the Hill, let alone improve it and carry out repairs. I must therefore reluctantly recommend that the committee consider increasing the entry fee. The sum of \$3.00 now charged for closed events is the same as the entry fee for sprint meetings ten years ago. . . . when no trophies were given. Repayments and interest on loans for Mt Cotton still total over \$1000.00 per annum. This year we have not been able to meet our commitments, and unless we can raise some money quickly all our past efforts will have been for nothing.

I regret that I was not able to sign the Stock Certificate for the Club this year, and therefore the Hon. Auditor had no choice but to qualify his report. There was not, in fact, a physical stock-take, and only estimated figures were given. I must ask your Committee to see that this does not happen again. I cannot comment on the Trading Accounts because of this neglect.

In conclusion, I would like to thank the other members of the Committee for the support they have given me during the year. I ask for a vote of Thanks to our Hon. Auditor, Mr Neville Halligan.

Ann Thomson. (Mrs.)

Editors Note: The Treasurers Report was first given to the Club at the Annual General Meeting for 1971 held Nov. 26th. The copy of the balance sheets are included in this issue for your perusal. May I back up all of the Treasurers remarks, and advise you study the financial aspect of Club life most carefully.

 NEW YEAR'S RESOLUTIONS

To Grow more hair in '72 . ----- Vince Appleby.
 To have hair cut this year. ----- Vern Hamilton
 Refuse Vice-Presidential seat. ----- David Hoare.
 Take brain to Mt Cotton. ----- Peter Walton*
 Give up writing "Octagon's". ----- Iain Corness.
 To start work for British Leyland. ---- Graham Littlemore.
 Take out no more than 4 girls at a time. - John Campbell.
 Enter Miss Australia Quest. -----Garth Walker.
 Race a Centaur. ----- Allan Burns.
 Sell a Centaur. ----- John Campbell.
 Rebuild a Centaur. ----- David Miles.
 Build a Centaur. -----Tim Harlock.
 Buy a Centaur. -----Nick Manifold.
 Stay on a motor bike for more than 2 feet. Elaine Hamilton.
 Stay off a motor bike for more than 2 days. Kerry Horgan.
 Beat the MG Record at Mt Cotton. ----- David Matley.
 Beat David Matley. ----- Shane Sullivan.
 Beat Shane Sullivan. ----- John Horsburgh.
 Beat John Horsburgh. ----- Peter Wehl.
 Start work on the TC. ----- Rob Gill.
 Get a job. ----- Brian Tebble.
 Avoid getting a job. ----- John Campbell.
 Flirt with the other half of the Club. ---- Libby.
 Get into third gear at Mt Cotton. ----- Andrew Hockley.

The "Octagon" is produced (I'd rather call it a "happening") sporadically about 12 times a year. The blame for this one is taken by Iain Corness and his team of semi-trained tame gnomes who slaved over a hot typewriter for many minutes to get this Octagon out. (Address all Law Suits to the President.) Any reference to known, living people is purely accidental.

WHY BUY AN M.G. ANYWAY ?

There are in the community certain people known as "enthusiasts". A percentage of them are MG enthusiasts. Not all the owners of MG's are enthusiasts. So why do they buy an MG?

Look around you in the hallowed halls of the Clubrooms. Out of all the MG owners, there are probably only half a dozen true enthusiasts. It is for some other reason that the rest of the MG men buy a Gee.

Obviously it isn't because an MG is the best accelerating straight line drag machine in the world. Let's face it, if you stack an MG against the local mass produced V 8's at the Traffic Light Grand Prix, you will not come out on top.

And just as surely, it isn't because the MG's are the best looking motor cars around. Both Midget and MGB will soon qualify for "vintage cars" they have been around so long in their present body shapes.

So why do they buy an MG ? Maybe its because of dynamic selling by the BLMC Dealers ? In view of Lord Stokes' statement that BLMC have slipped from 4th to 6th in this country, the Dealers do not really sell with fire and verve.

No, my friends, there is no obvious reason to by one at all! So, why do they buy an MG ? I have no idea! Perhaps you have. Send your comments to The Editor, "Octagon", Box 1847 GPO, Brisbane. 4000.

Christmas stocking-fillers

We've managed to have a peep at Santa's Xmas lists and got a preview of what some Club Members are going to receive!

Geoff Smallsman : A Bullworker, so that he can build up enough muscles to open the Monaro's door.

Ray Quinn : another set of teeth (lowers this time), and a thousand dollar racing car for 1972.

John Fraser (Retired) : A pipe, a set of carpet slippers and a gold watch.

Will Charlton : A Season Ticket to Silhouette (Melbourne)

Kerry Horgan : A Chev Camaro and a large box of Red Tape.

Mal Spiden : A new set of Motor cycle leathers, a bike chain and a jemmy.

Allan Burns : Ten thousand dollars , so that he can restore another Vintage Car.

Peter Wetzig : A Gillette razor and 96 packets of blades.

Shane Sullivan : A course at the Kent Memory Training Centre.

Malcolm Campbell : An Air Ticket to Japan so that he can complain about his Mazda to the Factory. The Man with the Mazda knew what he wanted, and he got it. He certainly did!

Peter Rayment : Season Ticket at Wilson's Wheel Works.

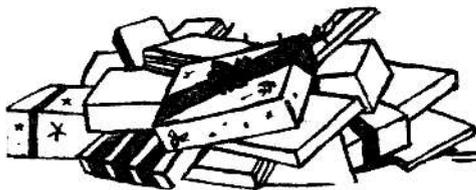
Joan Appleby : Five extra hours every day, so that she can get all her work done!

Dick Johnson : An autographed photo of Allan Moffatt.

Peter Geran : An Instamatic Camera, then we might even get to see the photo's he takes.

John Campbell : 12 Octagons.

Lorraine Palmer : 3 panel beaters hammers, workshop manual for a Mk III Sprite and a set of overalls.



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Despite gigantic demand, I still have a few bits left for sale.
Best value is "Super Bee III", Australia's Fastest MGB.
Lap record holder both locally and in NSW. Very well known
car, with possibility of sponsorship for new owner. I would
prefer to keep the car in Qld, and have refrained from ad-
vertising it down south. Interested parties should contact
Iain Corness without delay, as there are quite a few drivers
who want this delectable machine. Modifications on request.
Price ? Bloody reasonable!

A few sets of carbs left, SU's, $1\frac{1}{2}$ " and $1\frac{3}{4}$ ". Weber inlet
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Contact Iain Corness. Phone 99 2481 most nights.

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